Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—153 per cent. premium, ex div., sellers.

China Insurance Society of Canton—$87½ per share, sellers.

China Traders' Insurance Company—$68 per share, buyers.

North China Insurance—Tls. 265 per share, buyers.

China Insurance Company, Limited—$75 per share.

Yangtze Insurance Association—Tls. 108 per share, sellers.

Union Insurance Company—$200 per share, sellers.

China Fire Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—$335 per share, sellers.

China Fire Insurance Company—$73½ per share, ex div., sellers.

Hongkong and Whampoa Dock Company, 45 per cent. premium, sellers.

Hongkong, Canton, and Macao Steamboat Co. —$206 per share, buyers.

China and Manila Steam Ship Company—56 per share.

Hongkong Gas Company—$130 per share.

Hongkong Hotel Company,—$195 per share, sellers.

Indo-China Steam Navigation Company, Limited—15 per cent. dis., buyers.

Douglas Steamship Company—$50 per share, sellers.

China Sugar Refining Company, Limited—$154 per share, ex div., sellers.

Luzon Sugar Refining Company, Limited—$40 per share, buyers.

Hongkong Ice Company—$54 per share, ex. div. sellers.

Hongkong and China Bakery Company, Limited, —Tls. 100 per share.

Chinese Imperial Loan of 1884 A—2 per cent. premium.

Chinese Imperial Loan of 1884 B—8 per cent. premium.

Chinese Imperial Loan of 1884 C—9 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—9½ per cent. premium.

Hongkong Rope Manufacturing Company, Limited—$49 per share.

Tin Cheong and Smelting Company—$20 per share.

Sungei Ujong-Sungei-Ujong-Sungei-Dua-Samantan Mining Co. —[illegible] per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—40 per cent. premium, ex div., sellers.

[illegible]

[illegible] T.T.	3/0½
[illegible]	3/0½
[illegible] days' sight	3/0½
[illegible] sight	3/0½
[illegible]	3/1½
[illegible] Paid at 4 months' [illegible]	
[illegible]	3/1½
[illegible]	3.84
[illegible] sight	3.92
On Demand T.T.	220½
[illegible]	220½
[illegible]	72½
[illegible]	72½

OPIUM MARKET.—THIS DAY.

NEW MALWA ..... per picul, (Allowance, Taels 16).	$550
[illegible] per picul, (Allowance, Taels 16 to 24).	$570
NEW PATNA, (without choice) per chest	$490
NEW PATNA, (first choice) per chest	$492½
NEW PATNA, (bottom) per chest	$502½
NEW PATNA, (second choice) per chest	$487½
NEW BENARES, (without choice) per chest	$481½
NEW BENARES, (bottom) per chest	$492½
NEW PERSIAN (best quality) per picul	$640
OLD PERSIAN (best quality) per picul	$600
OLD PERSIAN (second quality) per picul,	$550 to $575
TURKEY, (best quality), per picul	$575

Post Office.

A MAIL WILL CLOSE

For Singapore.—Per *Geelong*, to-morrow, the 13th instant, at 3.30 P.M.

For Saigon.—Per *Clara*, to-morrow, the 13th instant, at 3.30 P.M.

For Saigon.—Per *Protos*, to-morrow, the 13th instant, at 4.30 P.M.

For Swatow, Amoy, and Tamsui.—Per *Fokien*, to-morrow, the 13th instant, at 5.00 P.M.

For Hoihow, Singapore, and Bangkok.—Per *Kong Beng*, to-morrow, the 13th instant, at 5.00 P.M.

For Straits and Calcutta.—Per *Huntingdon*, on Wednesday, the 14th instant, at 11.30 A.M.

For Straits, Colombo, and Bombay.—Per *Titania*, on Wednesday, the 14th instant, at 11.30 A.M.

For Yokohama, Honolulu, and San Francisco. —Per *Gaelic*, on Wednesday, the 14th instant, at 2.30 P.M.

For Amoy and Manila.—Per *Zafiro*, on Wednesday, the 14th instant, at 3.30 P.M.

For Europe, &c.—Per *Clyde*, on Wednesday, the 14th instant, at 5.00 P.M.

For Swatow and Shanghai.—Per *Viksang*, on Thursday, the 15th instant, at 11.30 A.M.

For Nagasaki, Kobe, Yokohama, Vancouver, B.C., and San Francisco.—Per *Parthia*, on Thursday, the 15th instant, at 2.30 P.M.

For Nagasaki, Kobe, and Yokohama.—Per *Thibet*, on Friday, the 16th instant, at 5.00 P.M.

For Straits and Bombay.—Per *Khiva*, on Saturday, the 17th instant, at 11.30 A.M.

For Straits and Bombay.—Per *Bisagno*, on Saturday, the 17th instant, at 11.30 A.M.

For Europe, &c.—Per *Sachsen*, on Monday, the 19th instant, at 3.00 P.M.

For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Anadyr*, on Wednesday, the 21st instant, at 11.00 A.M.

Shipping.

ARRIVALS.

VISAYAS, Spanish steamer, 466, J. de Ajubita, 11th March,—Manila 7th March, General. —Ban Ho.

FOKIEN, British steamer, 509, J. S. Roach, 11th March,—Swatow 10th March, General.—D. Lapraik & Co.

GEELONG, British steamer, 1,139, James Thom, 11th March,—Saigon 6th March, Rice.—Geo. R. Stevens & Co.

CARISBROOKE, British steamer, 973, R. Cass, 11th March,—Saigon 6th March, Rice and Paddy.—Morris & Ray.

STENTOR, British steamer, 1,356, S. Milligan, 11th March,—Liverpool 28th January, and Singapore 4th March, General.—Butterfield & Swire.

VORWAERTS, German steamer, 612, J. Bruhn, 11th March,—Haiphong 8th March, and Hoihow 10th, General.—Wieler & Co.

YIKSANG, British steamer, 886, Leask, 11th March,—Shanghai 6th March, and Swatow 10th, General.—Jardine, Matheson & Co.

MELITA, German steamer, 339, H. S. Morck, 11th March,—Bangkok 1st March, General. —Wigler & Co.

NINGPO, British steamer, 762, Zindel, 11th March,—Whampoa 11th March, General.—Siemssen & Co.

FEILUNG, British steamer, 751, Crawford, 12th March,—Saigon 8th March, Rice.—Chinese.

ZAFIRO, British steamer, 675, R. M. Talbot, 12th March,—Manila 9th March, General.—Russell & Co.

ACTIV, Danish steamer, 355, N. C. Revsbeck, 12th March,—Haiphong 9th March, and Hoihow 11th, General.—Arnhold, Karberg & Co.

CHINA, German steamer, 642, T. P. Ulderup, 12th March,—Haiphong 10th March, General.—Melchers & Co.

DANUBE, British steamer, 561, R. Unsworth, 12th March,—Haiphong 10th March, General.—A. R. Marty.

SOOCHOW, British steamer, 327, T. Rowin, 12th March,—Pakhoi 9th March, and Hoihow 11th, General.—Kwan Tai Loong.

CLEARANCES AT THE HARBOUR OFFICE

Tritos, German steamer, for Bangkok.
Stentor, British steamer, for Amoy, &c.
Namoa, British steamer, for Swatow, &c.

DEPARTURES.

March 10, *Glucksburg*, German steamer, for Amoy.
March 10, *Pechili*, British steamer, for Swatow, &c.
March 11, *Alwine*, German str., for Hoihow.
March 11, *Electra*, German steamer, for Yokohama, &c.
March 11, *Chi-yuen*, Chinese steamer, for Swatow, &c.
March 11, *Jacob Christensen*, Norwegian str., for Fiume (Austria).
March 11, *Mongkut*, British steamer, for Swatow, &c.
March 11, *Norden*, Norwegian steamer, for Kutchinotzu.
March 11, *Sarpedon*, British steamer, for Singapore, &c.
March 11, *Xenia*, American bark, for Manila.
March 11, *Kwang-lee*, Chinese str., for Whampoa.
March 11, *Viksang*, British str., for Whampoa.
March 12, *Ningpo*, British str., for Ningpo, &c.
March 12, *Stentor*, British str., for Amoy, &c.

PASSENGERS ARRIVED

Per *Melita*, str., from Bangkok.—6 Chinese.
Per *Geelong*, str., from Saigon.—4 Chinese.
Per *Fokien*, str., from Swatow.—72 Chinese.
Per *Stentor*, str., from Liverpool, &c.—Mrs. Stone and 285 Chinese.
Per *Vorwaerts*, str., from Haiphong, &c.—92 Chinese.
Per *Viksang*, str., from Shanghai, &c.—Mr. W. C. Macleod, and 38 Chinese.
Per *Zafiro*, str., from Manila.—Mr. and Mrs. R. Turner, 2 children and servant, Mr. John Gunberg, 1 European and 83 Chinese (deck).
Per *Soochow*, str., from Pakhoi, &c.—80 Chinese.
Per *Danube*, str., from Haiphong.—3 Europeans and 19 Chinese.
Per *China*, str., from Haiphong.—8 Chinese.
Per *Activ*, str., from Haiphong, &c.—1 European and 42 Chinese.

DEPARTED.

Per *Alwine*, str., for Hoihow.—2 Europeans and 50 Chinese.
Per *Sarpedon*, str., for Singapore, &c.—3 Europeans and 1 Chinese (cabin), and 85 Chinese (deck).
Per *Glucksburg*, str., for Amoy.—216 Chinese.
Per *Mongkut*, str., for Swatow, &c.—100 Chinese.
Per *Electra*, str., for Yokohama.—1 European.

REPORTS

The British steamship *Zafiro* reports that she left Manila on the 9th instant. Had moderate winds and fine weather.

The British steamship *Feilung* reports that she left Saigon on the 8th instant. Had strong north-east monsoon and head sea.

The British steamship *Stentor* reports that she left Liverpool on the 28th January, and Singapore on the 4th instant. Had fair weather and moderate winds.

The British steamship *Fokien* reports that she left Swatow on the 10th instant. From Swatow to port had light north-east wind and fine weather with overcast sky.

The British steamship *Danube* reports that she left Haiphong on the 10th instant. Had fresh north-east winds and rain to Hainan Straits; thence to port light winds and fog.

The British steamship *Geelong* reports that she left Saigon on the 6th instant at 7.15 a.m. Experienced strong monsoon with heavy head sea throughout; arrived here yesterday morning at 6 o'clock.

The British steamship *Carisbrooke* reports that she left Saigon on the 6th instant at 6 a.m. Had strong winds and sea to Cape Varela, with moderate and fine weather to lat. 20 deg. north; thence to port had strong wind and sea with misty weather; arrived here yesterday morning at 9.30 o'clock.

SHIPPING IN HONGKONG.

STEAMERS.

BISAGNO, Italian steamer, 1,499, A. Tognasso, 9th March,—Bombay 18th February, and Singapore 2nd March, General.—Carlowitz & Co.

CLARA, German steamer, 674, Christensen, 6th March,—Saigon 1st March, Rice.—Siemssen & Co.

DECIMA, German steamer, 965, P. Oestmann, 9th March,—Saigon 4th March, Rice and Paddy.—Siemssen & Co.

FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.

GAELIC, British steamer, 4,205, G. G. Pearns, 1st March,—San Francisco 1st Feb., and Yokohama 25th, Mails and General.—O. & O. S. S. Co.

HUNTINGDON, British steamer, 1,643, J. Brunstrom, 4th March,—Calcutta 12th Feb., Opium and General.—D. Sassoon, Sons & Co.

ILISSUS, French steamer, 779, Roura, 10th Sept., —Singapore 2nd September, General.—Bun Hin Chan.

KHIVA, British steamer, 1,452, Edward Crewe, 4th March,—Bombay 15th Feb., and Singapore 26th, General.—P. & O. S. N. Co.

KONG BENG, British steamer, 862, F. W. Phillips, 9th March,—Bangkok 2nd March, Rice and General.—Yuen Fat Hong.

NAMOA, British steamer, 864, F. D. Goddard, 10th March, Foochow 6th March, Amoy 7th, and Swatow 9th, General.—D. Lapraik & Co.

PARTHIA, British steamer, 2,035, James Arnold, 2nd March,—Vancouver 4th Feb., General. —Adamson, Bell & Co.

PEMPTOS, German steamer, 1,541, W. Johannsen, 26th Feb.,—Saigon 21st Feb., Rice.—Ed. Schellhass & Co.

HONGKONG—STEAMERS.
Continued.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

PROTOS, German steamer, 1,093, C. Sorensen, 7th March,—Saigon 2nd March, Rice and Paddy.—Ed. Schellhass & Co.

TAISANG, British steamer, 1,505, Wood, 21st Feb.,—Calcutta 5th Feb., and Singapore 15th, General.—Jardine, Matheson & Co.

TITANIA, Austro-Hungarian steamer, 2,011, M. Garofolich, 10th March,—Trieste 18th Jan., and Singapore 4th March, General.—Austro-Hungarian Lloyd's S. N. Co.

TRITOS, German steamer, 1,142, A. Bleicken, 9th March,—Saigon 4th March, Rice.—Ed. Schellhass & Co.

SAILING VESSELS.

ALDEN BESSE, American bark, 812, J. A. O'Brien, 4th Dec.,—Puget Sound 2nd Oct., and Honolulu 28th, Timber and Spars.—Melchers & Co.

ARON, Norwegian bark, 634, A. Christensen, 3rd March,—Singapore 12th January, Timber. —Chinese.

B. P. CHENEY, American ship, 1,259, Hughes, 25th Jan.,—New York 17th August, Kerosene Oil.—D. Lapraik & Co.

CENTENNIAL, American ship, 1,222, J. M. Bearse, 27th Jan.,—New York 18th Sept., Kerosene Oil.—Russell & Co.

CLAN GRANT, British bark, 1,005, Moody, 13th Dec.,—London 25th July, General.—Order.

COLOMA, American bark, 852, C. M. Noyes, 27th Dec.,—Portland (Oregon) 29th Oct., Lumber and Spars.—Melchers & Co.

DOROTHEA, German bark, 620, H. Th. Moeller, 29th Jan.,—Hamburg 29th Sept., General, —Siemssen & Co.

EME, British bark, 778, W. Lummers, 23rd Jan., —London 5th Oct., General.—Captain.

ERLKOENIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.

F. P. LITCHFIELD, American bark, 1,042, Young, 5th Feb.,—Singapore 2nd January, Timber. —Ton Long Wo & Co.

GREAT ADMIRAL, American ship, 1,497, Bowell, 17th Feb.,—San Francisco 21st December, Flour.—Russell & Co.

HATTIE E. TAPLEY, British bark, 907, J. McCannachy, 23rd Feb.,—Sandakan 17th Jan., Timber.—Gibb, Livingston & Co.

JOHN D. BREWER, American bark, 1,020, Josselyn, 11th Jan.,—New York 4th August, Kerosene Oil.—Order.

JOHN M. BLAIKIE, British ship, 1,778, Faulkner, 11th Oct.,—Cardiff 29th June, Coal.—Borneo Co., Limited.

KITY, British bark, 803, Laud, 20th August,—Manila 10th August, Sugar and Hemp.—Captain.

MABEL TAYLOR, British bark, 1,298, Chas. E. Denper, 28th Jan.,—Penarth 17th August, Coal.—Order.

MANUEL, Spanish bark, 992, R. Estival, 6th Jan.,—Manila 27th Dec., Sapanwood.—Remedios & Co.

NORWAY, Norwegian bark, 667, Albrelsen, 10th March,—Iloilo 22nd Feb., Sapanwood.—Captain.

RIALTO, British bark, 1,182, J. E. Payne, 3rd Jan.,—Melbourne 25th Oct., Ballast. —Order.

SANTA FILOMENA, Spanish steamer, 449, J. de Mendiguren, 24th Jan.,—Iloilo 31st Dec., General.—Kwong Cheong Tai.

SENTA, German bark, 1,037, Tiemann, 26th Jan.,—Cardiff 4th September, Coals.—Order.

SIAM, Siamese bark, 295, Ch. Lange, 29th Jan., —Bangkok 21st December, Teak Wood.—Captain.

THEODOR RUEGER, German ship, 1,576, C. Meyer, 31st Dec.,—Cardiff 5th August, Coals.—Melchers & Co.

TITAN, American ship, 1,276, Allyn, 28th Jan., —New York 28th August, Kerosene Oil.—Russell & Co

WHAMPOA.

AMOY, British steamer, 814, R. Kohler, 3rd March,—Shanghai 29th Feb., General.—Siemssen & Co.

KWANG-LEE, Chinese steamer, 1,508, R. Andrew, 10th March,—Shanghai 7th March, General. —C. M. S. N. Co.

TAIWAN, British steamer, 1,109, T. H. Clegg, 5th March,—Saigon 28th February, Rice.—Chinese.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-vessel, 1,400 tons, 3,180 h-p., 4 guns, Commander R. Blair Maconochie, Singapore.

Audacious, battle-ship (armoured), 2nd-class, 6,010 tons, 4,830 h-p., 18 guns, Captain R. H. Harris, Flag of Commander-in-Chief, Singapore.

Cockchafer, gunboat, 2nd-class, 460 tons, 470 h-p., 4 guns, Lieut.-Commander H. H. Boteler, Hongkong.

Constance, cruiser, 3rd-class, 2,380 tons, 2,590 h-p., 14 guns, Captain L. C. Keppel, en route to Singapore.

Cordelia, cruiser, 3rd-class, 2,380 tons, 2,420 h-p., 10 guns, Captain H. H. Boys, Shanghai

Esk, gunboat, 3rd-class, Coast Defence, 363 tons, 340 h-p., 3 guns, Gunner W. Weeks, Hongkong, in reserve.

Espoir, gunboat, 2nd-class, 465 tons, 470 h-p., 4 guns, Lieutenant-Comdr. H. H. Adams, Yangtsze

Firebrand, gunboat, 2nd-class, 455 tons, 460 h-p., 4 guns, Lieutenant-Comdr. J. Denison, Manila, re-commissioning.

Heroine, cruiser, 3rd-class, 1,420 tons, 1,130 h-p., 8 guns, Captain Charles J. Balfour, en route to Singapore.

Leander, cruiser, 2nd-class, 3,750 tons, 5,500 h-p., 10 guns, Captain M. J. Dunlop, Japan.

Linnet, gun-vessel, 2nd-class, 756 tons, 1,050 h-p., 5 guns, Commander W. H. Marrack, Hongkong.

Merlin, gunboat, 2nd-class, 430 tons, 430 h-p., 4 guns, Lieut.-Comdr. W. H. Maturin, Tientsin.

Mutine, sloop, 1,130 tons, 1,120 h-p., 10 guns, Commander J. H. Martin, Singapore.

Orion, battle-ship (armoured), 3rd-class, 4,870 tons, 4,040 h-p., 4 guns, Captain J. H. Royse, Singapore.

Rambler, surveying-vessel, 830 tons, 690 h-p., 3 guns, Commander W. A. Moore, Borneo.

Rattler, gunboat, 1st-class, 670 tons, 1,200 h-p., 6 guns, Lieutenant-Commander W. H. M. Dougall, Hongkong.

Sapphire, cruiser, 3rd-class, 1,970 tons, 2,360 h-p., 12 guns, Captain W. C. Karslake, Hongkong.

Satellite, cruiser, 3rd-class, 1,420 tons, 1,400 h-p., 8 guns, Captain T. P. W. Nesham, Shanghai.

Swift, gun-vessel, 2nd-class, 750 tons, 1,010 h-p., 5 guns, Commander A. C. B. Bromley, Hongkong, re-commissioning.

Tweed, gunboat, Coast Defence, 3rd-class, 363 tons, 340 h-p., 3 guns, Boatswain J. M. Shea, Hongkong, in reserve.

Victor Emanuel, receiving hip, 5,157 tons, 20 guns, Commodore W. H. Maxwell, A.D.C., Hongkong.

Wanderer, sloop, 925 tons, 750 h-p., 4 guns, Commander G. A. Giffard, Hongkong re-commissioning.

Wivern, Coast Defence ship (armoured), 2,750 tons, 1,450 h-p., 4 guns, Gunner D. W. Hawkins, Hongkong, in reserve.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
City of New York	San Francisco	March 13th	Pacific Mail S. S. Co.
Kutsang	Calcutta	March 13th	Jardine, Matheson & Co.
Euphrates	London	March 15th	Russell & Co.
Oxus	Marseilles	March 16th	Messageries Maritimes.
Strathleven	London	March 17th	Adamson, Bell & Co
Zambesi	Bombay	March 20th	P. & O. S. N. Co.
Abyssinia	Vancouver	March 31st	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Clyde	P. & O. S. N. Co.	Mar. 15th, daylight.
London, via Suez Canal	Anchises	Butterfield & Swire	March 17th.
Marseilles, via Saigon, &c.	Anadyr	Messageries Maritimes.	Mar. 21st, at noon.
Bremen, & Ports of Call	Sachsen	Melchers & Co.	Mar. 19th, at 4 p.m.
Genoa, & Ports of Call	Bisagno	Carlowitz & Co.	Mar. 17th, at noon.
Trieste, via Straits, &c.	Titania	Austro-Hung. Lloyd's Co.	Mar. 14th, at noon.
Vancouver, B.C., via K., &c.	Parthia	Adamson, Bell & Co.	Mar. 15th, at 3 p.m.
New York, via Suez Canal	Glenroy	Jardine, Matheson & Co.	About 15th Mar.
San Francisco, via Y'hama	Gaelic	O. & O. S. S. Co.	Mar. 14th, at 3 p.m.
San Francisco, via Y'hama	City of New York	Pacific Mail S. S. Co.	Mar. 24th, at 3 p.m.
Sydney and Melbourne	Afghan	Gibb, Livingston & Co.	Mar. 21st, at 4 p.m.
Sydney, Melbourne, &c.	Catterthun	Russell & Co.	Mar. 24th, at 3 p.m.
Bombay, via Straits	Khiva	P. & O. S. N. Co.	Mar. 17th, at noon.
Calcutta, via Straits	Huntingdon	D. Sassoon, Sons & Co.	Mar. 14th, at noon.
Yokohama, via N'saki, &c.	Thibet	P. & O. S. N. Co.	Mar. 17th, daylight.
Tientsin	Taiwan	Butterfield & Swire	March 15th.
Shanghai, via Swatow	Yiksang	Jardine, Matheson & Co.	Mar. 15th, at noon.
Manila, via Amoy	Zafiro	Russell & Co.	Mar. 14th, at 4 p.m.
Hoihow, Singapore, &c.	Kong Beng	Yuen Fat Hong	Mar. 14th, at 8 a.m.
Swatow, Amoy, &c.	Fokien	Douglas Lapraik & Co.	Mar. 14th, daylight.
Coast Ports	Namoa	Douglas Lapraik & Co.	To-morrow, daylight.

Intimations.

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Hongkong, 1st January, 1888. [41

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MACHINERY, COOKING STOVES.
SCALES, BICYCLES and TRICYCLES.
PAINTS, OILS, VARNISH.
PIANOS; SINGER'S SEWING MACHINES.
Apply to
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 19th December, 1887. [11

G. FALCONER & CO.
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
No. 16, QUEEN'S ROAD CENTRAL. [603

TO BE SOLD:
AT COST PRICE.
ONE First-class Lady's RIDING SADDLE
One First-class Gentleman's RIDING SADDLE } Best English make.
VERY LITTLE USED, NEARLY NEW.
One RIFLE GUN (for shot & ball)
One GUN (for shot only) } With covers, Cartridges Belt, &c.
Please address X. Y.,
Office of this paper.
Hongkong, 9th March, 1888. [284

Intimations.

NOW READY.

[PUBLISHED BY AUTHORITY.]

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" FOR 1888.

THIS Valuable Work, with many NEW ADDITIONS and IMPROVEMENTS, IS NOW READY.

PRICE THREE DOLLARS.

Orders for Copies of THE "HONGKONG DIRECTORY" may be sent to the following Agents:—

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Pedder's Hill, Hongkong,
16th January, 1888

J. AND R. TENNENT'S ALE AND PORTER.
DAVID CORSAR & SONS'
MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN } CANVAS.
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1887. [603

INTIMATION.

F. Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS,
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AND
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RAHTJEN'S
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ALWAYS IN STOCK
AT
REASONABLE PRICES.
ALL KINDS OF
COALS
SUPPLIED AT THE SHORTEST NOTICE.
Hongkong, 1st January, 1885. [85

FOR SALE.

A PADDLE-WHEEL COMPOSITE STEAMER—Built in 1881 with steel frames and beams, teak planking, copper sheathed all round—316 Register Tons—100 Tons Dead Weight Capacity—DRAFT, LADEN 3 FEET, 6 INCHES—CONSUMPTION OF COAL PER HOUR, HALF A TON—AVERAGE SPEED 15 KNOTS—Length between perpendiculars, 295 feet—Breadth extreme, 34 feet—Depth of hold, 20 feet—Height in 'tween decks, 7 feet—Passenger accomodation up to 2000—Horizontal engines—Diameter of Cylinders, 19" 28", 2 of 31½"—Stroke of piston 31 inches—100 revolutions of engines per minute—2 Boilers—Heating surface, 1,350 square feet—Hull, Engines and Boilers guaranteed in excellent condition—Working pressure 90 lbs. per square inch—one Donkey Engine—Well found.

This Steamer is particularly adapted to the Canton River or Macao passenger traffic and can be delivered in Hongkong in from 4 to 5 months.

For further particulars, apply to
ENGINEER,
c/o *Hongkong Telegraph* Office.
Hongkong, 29th February, 1888. [243

FOR SALE.

GERMAN BEER.

BRAUEREI "ZUR EICHE," KIEL
$7.25 per Case of 4 Dozen Quarts.
9.00 " 8 " Pints.
EDUARD SCHELLHASS & CO.,
Sole Agents,
Hongkong and China.
Hongkong, 29th November, 1887. [471

Printed and Published by ROBERT FRASER SMITH at

it is also saved from young Gherkin the Plunger, who would still more probably ruin the ward-room mess at blind hookey. It is a younger son's, a poor gentleman's profession, more than the Army is; and this accounts for the undoubted fact that, especially in garrison towns, military men have somewhat "the pull" over naval men in the eyes of the fair sex. When you get hold of a naval man who to the *old* frankness and cordiality of the service adds the refinement and culture of a modern age, you find him all that an English gentleman needs to be. A strong, manly simplicity of nature, a shyness which is no *gauche*, a homeliness which is not raw,—these are the distinctive characteristics of the naval man. There are great gentlemen and great snobs in both Army and Navy, and there are wise men and fools in both. But there is a particular kind of fool which the Army breeds in larger numbers than the Navy.

And we specify him because he illustrates the difference of the soil. We mean the affected, lisping, and haw-haw fool; and he explains his great rarity in the Navy by the fact that, being caught so very young, his ears are clipped before they have time to grow. This happy result is due to that most important fact already referred to, the early age at which youngsters begin naval life. They enter not as young men, though they are officially called "the young gentlemen," but as boys—boys of thirteen or fourteen, who only yesterday were dining in the nursery, and who never were masters of more than a sovereign at a time up to the period of their undertaking to defend the commerce and independence of Great Britain. The midshipman's mess accordingly is a kind of public school, governed by a rough public opinion of its own, which shows no mercy to affectation or humbug, and has not much tenderness even for gentle forms of weakness or oddity. A bore is laughed at, a sneak is "cut" and a very obtrusive bore or sneak runs the risk of being "cobbed"—a punishment inflicted with a dirk scabbard on the part marked out by nature and history for the purpose. This kind of thing knocks the priggishness out of a fellow early.

And the duties of his daily life are favourable to his development in a natural way. He has to command a boat. He has to command "a top." He is every now and then called upon for the exercise of an independent judgment. Is there too much wind to take the cutter off to the ship, and shall he wait till it moderates? Can the men, or any of them, be trusted to leave the landing place without getting themselves drunk, and their young commander into a scrape? Thus he learns to command while he is learning to obey. He has much freedom, and yet he is under strict control, while the very nature of his work performed aloft, in boats at all hours of the day and night, in the open air during all weathers, in constant contact with the rough side of life, makes an off-hand, free-spoken, decisive, and yet mobile man of him. A special essay might be written on the Navy as a public school; and indeed, a parent might do worse than send his son into the service for a few years as a preparation for any walk in life whatever.

MUZZLING THE PRESS.

MR. J. C. DUNN AND HIS LEGAL ADVISER.

TREMBLE AND OBEY!

There are many ways of killing a dog. A dose of arsenic is one effectual way, an ounce of lead in the brain is another, and we have heard of attempts being made to despatch "favourites" by choking them with nice soft butter. Mr. J. C. Dunn, now residing at Tientsin, sends us a lump of this commodity, with carefully prepared directions by Mr. R. E. Wainewright, who writes as follows:—

Sir,—I am instructed by Mr. J. C. Dunn, at present residing at Tientsin, to write to you under the following circumstances.

From time to time, during the past year especially, references have been made to Mr. Dunn in the *Shanghai Mercury*, in letters from Tientsin.

[We omit the remainder of this paragraph, not wishing to stain the fair name of our evening contemporary by publishing Mr. Wainewright's language.]

The writer of these objectionable references and his past history are well known to my client.

The letters to the *Mercury* have of late been discontinued and the person referred to now writes to the *Shanghai Courier*, always, as my client believes, following his end in view, namely, the levy of blackmail.

The last reference to himself noticed by my client in the *Courier* was that he was to be Manager of a new Peking Bank, &c.

The statement has no foundation. It is not libellous but it is offensive, as it draws enquiries from friends in England, and might, in certain conceivable cases, do injury.

My client thinks it possible, however, that some day you, through ignorance of the character of your correspondent, may print some statement distinctly defamatory and injurious. In that case my client tells me, he should promptly seek to vindicate himself by legal process against your paper. In the meantime he asks me to give you, as I now do, formal warning that he will vigorously resent any hurt or defamation.

I am, Sir,
Your obedient Servant,
R. E. WAINEWRIGHT.

Jno. G. Thirkell, Esq.

Shanghai, 16th February, 1888.

The Editor of the *N.-C. Daily News* wishes to choke off all Germans here from praising their able and esteemed Minister by soundly abusing them. We shall see if the remedy applied succeeds. Mr. J. C. Dunn muzzles us with a lawyer's letter, having got the *Mercury* under full control. We know how, when and why. We had a letter from Mr. A. Michie on the subject. Great events must be pending in the North, or why this unnatural anxiety. Mr. J. C. Dunn, of all persons in the East, should know from his own personal experience, that we do not publish all communications sent to us in the *Courier*. On many occasions we have consigned his letters, written, as we believed, to serve his own personal ends, to the waste-paper basket. We cut him short for his abuse of the Great Northern Telegraph Company, and then he was taken under the wings of the *N. C. Daily News*. His game to muzzle us with a lawyer's letter is contemptible. What have we to do with statements that have appeared in the *Mercury*? We have not libelled him. Let him cry out when he is hurt. What is he now, after, this ever mysterious one? If his dealings in Tientsin and Peking are straightforward and honest, he need not fear the light of the Press. Why, then, Mr. J. C. Dunn, do you warn us? Are you on unsafe ground? Have you run the length of your tether? Pray explain why you should be so solicitous for our welfare and prosperity. We are sure you deserve the full confidence of all those for whom you have negotiated, and it was quite a mistake for the Chinese, during the interviews on the Telegraph Convention, to imagine for a moment, that you held a retainer from the foreign companies. And a most praiseworthy feature of your character is that you always attend to your own business. The affairs of others never concern you. We, however, have to look after the public, and when duty calls we always hope to be able to perform our part. To accept your advice we require "black mail" down, Tls. 15,000. Not a cent less.—*Shanghai Courier.*

A STORY OF LINCOLN.

General Charles L. Williams, an intimate friend of President Lincoln, noticed a woman go by his office window, day after day, her shabby dress getting more shabby, her sweet, refined face more sad and worn, her step more weary, her looks more desponding, until his good heart was touched, and he made inquiries to learn who she was. His friend said: "Why, General, she is a Mrs. Wadsworth from Vermont. She has a boy in the army, a little fellow of thirteen, who ran away to join. He is now across the river, on the Potomac. She has lost two sons in the battle of Bull Run, and this boy is her last. She is a poor widow, and she is trying to get the boy discharged. She went to the Secretary, but he stuck his thumbs in his vest armholes and remarked:

"'Madam, I'm glad we have him. That's just what boys are good for!' She has given it up and is going home in despair."

"No! by the gods! she is not going home in despair!" exclaimed General Williams. "Bring her to my office. I will authenticate her story, and I will place it before the President myself!"

General Williams went to the White House and told the story to Mr. Lincoln. That strange, homely face, full of grief and humor, pathos and fun, steadfastness, will, patience, sweetness—a face unlike that of any man who has graced the world with so great a spirit before or since—softened and grew tender as a mother's. Without a word he signed an order for the child's discharge, and then said, simply: "Bring them to me."

That evening when the boy had been brought to Washington, clothed in citizen's dress and united with his mother, General Williams accompanied them to the Executive Mansion. Falling on her knees at sight of Mr. Lincoln, the poor woman would have bathed his feet with her grateful tears, but he gently raised her to her feet, saying:

"Madam, kneel only to your God. You have a right to your boy! You have given two sons to your country! Take your youngest back to your heart. Have you any money, madam, to go home with?"

"I have enough to take me to New York," she uttered, falteringly. "There, I think, friends will help me."

"No—here!" and he pressed a $100 note into her hand. "And as for you, you run-away youngster!" he said, cheerfully, "go home and stay there. And remember, if I ever catch you in the army again, I will give you such a whipping as you never had in your life! God bless you both!" he added, reverently, patting the boyish curls, "and God speed."

I wonder if that mother is living to-day! I wonder if that boy grew to be a man, feeling that he was crowned by the gentle touch of Abraham Lincoln upon his brow.—*Boston Herald.*

CURES FOR INSOMNIA.

A LONG LIST OF SIMPLE REMEDIES FOR SLEEPLESSNESS.

It will be interesting to collect the many remedies that have been suggested for sleeplessness. A hot shower bath at bed-time cleanses the skin and predisposes to sleep, it is claimed. The "one sure and safe way is to take a brisk walk of a mile or two before going to bed and then, after the walk, hold the head under a stream of cold water. This, however, should be done when the habit of sleeplessness first begins.

A business man with a mechanical turn of mind should fix up his attic as a carpenter's shop, and spend an hour therein after supper. A walk of two or three miles a day is sufficient, says one writer, while another maintains that nothing will do but horseback riding. Again, relief from sleeplessness can be found by wetting a linen kerchief, folding it and placing it under the back of the neck, with a dry cloth under the kerchief to protect the pillow. Still again, warm the feet by friction, extra slippers, etc., and cool the head either in a draft or with cold water or ice. One sufferer has palliated the distress of his vigils by leaving his bed, lighting a fire, and sitting in a chimney corner, reading and eating by turns until the demon intimated a desire to depart.

A physician writes that the evening should be a period of relaxation and recreation, relief from care and anxiety to be found in cheerful conversation, pleasant games and light reading, while persons of sedentary occupation are to take plenty of open air exercise. A feeble circulation is to be overcome and cold feet are to be warmed. The stomach is to be attended to if the digestion is not good. If it is over-loaded easy and refreshing sleep is impossible. Weakly persons and invalids often find a cup of hot broth or gruel, or some other light and easily digestible food taken on retiring to be the best promotive of sleep. The bed should neither be too hard nor too soft, nor the clothing too abundant nor too scanty. All unpleasant sights, sounds and smells should be excluded. Regular and early hours of retiring are essential. No victim of insomnia can with safety burn the midnight oil or engage in evening dissipation. The man who observes these precautions and adds thereto a clear conscience and a sound mind has the promise of unfailing sleep.

A student troubled with insomnia discarded his feather pillow for one of hair with wonderful effect. The hair pillow does not get warmed up to an uncomfortable degree, because it rapidly conducts away the heat imparted to it by the head. The same person found that sleep could be brought on by simply warming the body, especially the feet, or by taking a walk, or by a cold shower or sponge bath, following by rubbing with a coarse towel. Getting out of bed for a few minutes when the air was cool often brought relief. He had lain awake half the night, and then, after being up long enough to mix and drink a lemonade, had fallen asleep at once on going to bed. This student found that a light lunch just before going to bed relieved his brain by drawing the blood to his stomach.

Another victim of sleeplessness found that a continuous low noise favored sleep. The sound of water dropping on a pan has been prescribed by a physician. The explanation seems to be that a simple monotonous impression quiets the brain by occupying it, to the exclusion of more varied and interesting, and therefore stimulating, impressions. On the same principle are the devices of counting backward or forward, imagining sheep jumping one by one, through a gate, etc., but they are open to the objection of causing one portion of the brain to be exerted in order to control the rest of it.

A man who has "struck upon the right plan at last," and who opens up to the world something that is calculated to make mankind rejoice and do away with all sleeplessness, writes that all you have to do is to imagine yourself going on a long journey. Think over the details of it every night when sleep lags. The plan made him healthy and happy.

A physician has one simple remedy which requires no medicine. Compose the mind as much as possible, and confine the thoughts to one subject, or a number or individual, and close the eyelids, rolling the eyes continuously in one direction. In a short time consciousness will be lost and you will be in the blissful land of dreams. After an experience of two years another man found that he was always able to go to sleep very shortly after retiring to rest by keeping his eyes looking down; he found that they turned up when he was sleepless and cogitating something that kept him awake.

An editor finds relief by wetting a cloth with cold water and binding it across his forehead. Another plan is to draw in a long, slow breath by the nostrils and to force the breath out through the nose, imagining that the currents can be seen. An attempt may also be made to read an amusing novel in bed or to repeat a familiar poem, but all study or serious reading should be stopped half an hour before going to bed. In a paper read by a physician before the Boston Society for Medical Improvement, he said that sleeplessness is often caused by starvation, and that a tumbler of milk drank in the middle of the night will often put people to sleep when hypnotics would fail of their purpose.

CHINA COAST METEOROLOGICAL REGISTER.

11th March, 1888.—At 4 p.m.

STATION.	Barometer red. to 32 and level sea.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Vladivostock	29.89	24	—	N	1	b	—
Tokio	29.88	—	—	SE	4	—	—
Nagasaki	30.06	—	—	SW	2	—	—
Shanghai	30.02	64	53	SSW	1	b	—
Amoy	—	—	—	—	—	—	—
Hongkong	30.06	66	70	ENE	3	o	—
Haiphong	30.09	75	87	SE	2	b	—
Bolinao	29.93	83	—	WNW	2	b	—
Manila	29.93	87	65	SW	1	c f	—

12th March, 1888.—At 10 a.m.

STATION	Barometer red. to 32 and level sea.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Vladivostock	30.00	27	65	N	2	c	—
Tokio	29.96	—	—	—	0	—	—
Nagasaki	30.08	—	—	—	0	—	—
Shanghai	30.02	57	87	—	0	f	—
Amoy	—	—	—	—	—	—	—
Hongkong	30.11	70	79	—	0	o f	—
Haiphong	30.00	70	91	E	1	o	—
Bolinao	30.02	80	—	E	1	b	—
Manila	30.01	81	77	WSW	2	b	—

The barometer has fallen along the coast and in Japan and gradients are very slight. Cloudy, warm, damp and close weather prevails.

—Barometer reduced to level of the sea in inches, tenths and hundredths.—2—Temperature in the shade in degrees Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, *b* Blue sky, *c* Detached clouds, *d* Drizzling rain, *f* Fog, *g* Gloomy, *h* Hail, *l* Lightning *o* Overcast, *p* Passing showers, *r* Squally, *s* Rain, *sn* Snow *t* Thunder, *v* Visibility, *w* Dew well. 7—Rain in inches tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 12th March, 1888.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER).

TO-DAY

Barometer—9 A.M.	30.08
Barometer—1 P.M.	30.10
Barometer—4 P.M.	30.02
Thermometer—9 A.M.	64
Thermometer—1 P.M.	75
Thermometer—4 P.M.	73
Thermometer—9 A.M. (Wet bulb)	63
Thermometer—1 P.M. (Wet bulb)	67
Thermometer—4 P.M. (Wet bulb)	67
Thermometer—Maximum	76
Thermometer—Minimum	64

To-day's Advertisements.

VICTORIA LODGE,

No. 1026.

AN EMERGENCY MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zetland Street, THIS EVENING, the 12th instant, at 8.30 for 9 O'CLOCK precisely.

Hongkong, 12th March, 1888. [286

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW,

the 13th instant, at NOON, at the Godown of Messrs. H. A. ASGAR & HAJEE ESMAIL, Merchants, 27, Gage Street,—

ONE CHEST TURKEY OPIUM,
Ex Steamship *Ganges*,
(More or less damaged by sea water),
For account and risk of the concerned.

TERMS OF SALE.—As Customary.

H. N. MODY,
Auctioneer.

Hongkong, 12th March, 1888. [292

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR HOIHOW, SINGAPORE AND BANGKOK.

THE Company's Steamship

"KONG BENG,"

Captain R. Jones, will be despatched for the above Ports, on WEDNESDAY, the 14th inst., at 8 A.M.

For Freight or Passage, apply to

YUEN FAT HONG,
Agents.

Hongkong, 12th March, 1888. [289

TESTIMONIAL TO THE HON. CAPTAIN THOMSETT, R.N.

PERSONS desirous of SUBSCRIBING to the above are informed that Lists have been Opened at

THE HONGKONG CLUB,
THE CLUB GERMANIA,
THE HONGKONG HOTEL,
THE VICTORIA HOTEL,
Messrs LANE, CRAWFORD & Co.,
THE HONGKONG DISPENSARY, and the
VICTORIA DISPENSARY.

The Lists will be Closed on Thursday NEXT, the 15th instant.

Hongkong, 12th March, 1888. [293

LIQUIDATION "OF THE COMPANIA NAVIERA DE FILIPINAS."

THE LIQUIDATORS of the above Company have decided to pay a FIRST DIVIDEND of 15 % to the Shareholders, or to their legal representatives or Successors.

Payment will be made on and after the 8th instant, on presentation of the Scrip at the Office of Sr. Dn. ANGEL ORTIZ.
Plaza de Cervantes, No. 6.

(Signed) A. ORTIZ.
GEO. ARMSTRONG.

Hongkong, 12th March, 1888. [296

NOTICE.

MR. MAHOMEDBHOY KHETSEY being about to proceed to Bombay, MR. VERSEYBHOY VULLEY Assumes CHARGE of my Business from this date and will SIGN the Firm in Hongkong and China.

THARIA TOPAN.

Hongkong, 12th March, 1888. [295

ADVERTISEMENT.

MR. ALLARUKIABHOY DEWJEE, being about to proceed to Bombay, Mr. MAHOMEDBHOY FAKERANEY assumes charge of my Business from date, and will sign the Firm in Hongkong and China.

EBRAHIMBHOY PABANEY.

Hongkong, 10th March, 1888. [294

To-day's Advertisements.

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY, having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN) and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"BISAGNO,"

Captain Tognasso, will be despatched as above on SATURDAY, the 17th instant, at NOON.

At Bombay the Steamers are discharging in Prince's Docks.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 12th March, 1888. [290

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE.

(Calling at QUEENSLAND PORT, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"CATTERTHUN,"

Captain Darke, will be despatched for the above Ports, on SATURDAY, the 24th inst., at 3 P.M.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, 12th March, 1888. [291

FOR SALE, CHEAP.

SEVERAL RELIABLE HACKS AND CARRIAGE PONIES.

ALSO,

A First-class London made DOG-CART AND THREE BASKET CARRIAGES, all in good order.

For Particulars, Apply to No. 6, PEDDER'S HILL.

Hongkong, 20th May, 1886.

Masonic.

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zetland Street, TO-MORROW, the 13th instant, at 8 for 8.30 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 5th March, 1888. [268

Notices of Firms.

NOTICE.

MR. M. GROTE has this day been admitted a PARTNER in our Firm.

CHATER & VERNON.

Hongkong, 1st January, 1888. [53

NOTICE.

MR. CHR. NONCHEN has been authorised to sign our Firm per procuration.

PUSTAU & Co.

Canton, 14th February, 1888. [189

Insurances.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [150

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL TO $833,333.33
RESERVE FUND $240,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1885. [877

NOW READY.

PRICE .....FIFTY CENTS.

THE LAW OF STORM in the EASTERN SEAS,

by

W. DOBERCK,
GOVERNMENT ASTRONOMER.

MAY BE PROCURED AT

Messrs. Kelly & Walsh, Limited, Hongkong,
" Lane, Crawford & Co. "
" G. Falconer & Co. "
" C. J. Gaupp & Co. "
" F. Blackhead & Co. "
" Heuermann, Herbst & Co. "
" More & Schmund. "
" MacEwen, Frickel & Co. "
Mr. W. Brewer, "
The "Hongkong Telegraph" Office. "
Messrs. Quelch & Co., Swatow.
Mr. N. Moalle, Amoy.
Messrs. Hedge & Co., Foochow.
Messrs. Kelly & Walsh, Limited, Shanghai.
Messrs. Kelly & Walsh, Limited, Yokohama.

Hongkong, 30th September, 1886.

Intimations.

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE FOURTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Company, Praya Central, TO-MORROW, the 13th March, at THREE O'CLOCK in the Afternoon for the purpose of receiving the Report of the General Managers and Electing a Consulting Committee and Auditors.

RUSSELL & Co.,
General Managers.

Hongkong, 5th March, 1888 [266

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE FIFTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Company, Praya Central, on FRIDAY, the 23rd March, at THREE O'CLOCK in the Afternoon for the purpose of receiving the Report of the General Managers declaring a Dividend, and Electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 9th to 23rd instant, both days inclusive.

RUSSELL & Co.,
General Managers.

Hongkong, 6th March, 1888. [272

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the SEVENTEENTH ORDINARY MEETING of the SHAREHOLDERS in the above Company, will be held at the Head Office, Victoria, Hongkong, at NOON, on FRIDAY, the 23rd instant, to receive the Report of Directors, together with the Statement of Accounts to 31st December, 1887.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 23rd instant, both days inclusive.

By Order of the Board,

SAML. J. GOWER,
Secretary.

Hongkong, 9th March, 1888. [285

CANTON INSURANCE OFFICE, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1887.

CONTRIBUTORS to the above Office are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December, 1887, in order that the Distribution of BONUS may be arranged. Returns not rendered prior to the 31st day of March instant, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 1st March, 1888 [252

NOTICE.

THE Undersigned will not be RESPONSIBLE for any DEBT or DEBTS contracted by his Wife Mrs. C. MANSKEY.

H. MANSKEY.

Hongkong, 7th March, 1888. [274

MITSUI BUSSAN KAISHIA.

SOLE AGENTS FOR THE MIIKE COAL MINE.

BUNKER COALS can be supplied to any Steamer lying in the harbour or coming alongside the KOWLOON WHARF on application to the Undersigned.

Y. FUKUHARA,
Acting Manager.

Hongkong, 19th January, 1888. [105

J. D. KILEY, SAIL-MAKER.

TENTS, AWNINGS AND FLAGS.

No. 23, PRAYA CENTRAL, HONGKONG.

Hongkong, 2nd November, 1887. [31

INTERIOR ART DECORATIONS.

SPECIAL NOTICE.

Mr. W. S. Marten,

THE REPRESENTATIVE OF THE

Hall & Holtz Co., Ld.,

OF

SHANGHAI,

IS NOW IN

HONGKONG

FOR THE PURPOSE OF COMPLETING EXTENSIVE CONTRACTS IN DECORATING, &c.

MR. MARTEN is accompanied by an experienced staff of Workmen, and all work undertaken will be carefully carried out under his own personal supervision.

Amongst the numerous large orders that have recently been completed by the HALL & HOLTZ COMPANY, we may mention the LYCEUM THEATRE, SHANGHAI, the whole of the Ball Rooms, and the principal Hongs in that Settlement as examples that have given universal satisfaction.

All kinds of ART and DECORATIVE FURNITURE, made of the finest seasoned woods and in the latest and most fashionable styles by thoroughly experienced workmen, supplied on terms that defy competition in the Far East.

The Factory having been enlarged to double its former size, we can now furnish a HALL, DRAWING ROOM, DINING-ROOM and BEDROOM COMPLETE, with CARPETS, &c., for Taels 350.—Shanghai Price.

For all further information, plans, drawings and estimates, apply at

MESSRS. LANE, CRAWFORD & CO.'S

Hongkong, 31st October, 1887. [30

Intimations.

~~IMPORTANT NOTICE.~~

SELLING-OFF.

THE ENTIRE STOCK of JAPANESE CURIOS, SILKS, &c., &c., &c.

AT REDUCED PRICES.

KUHN & Co.

Beg respectfully to intimate that owing to the CLOSING OF THEIR HONGKONG STORE, they have decided to hold previously a

20 DAYS' CLEARANCE SALE,

TO COMMENCE ON

MONDAY,

the 12th instant.

This affords a very favourable opportunity to Art collectors and wholesale buyers.

Also,

The whole of the SUBSTANTIAL and ELEGANTLY CARVED TEAKWOOD SHOW CASES covered with MAROON SILK PLUSH, PLATE GLASS MIRRORS, PLATE GLASS TOP COUNTERS, TABLES, WRITING DESKS, MIRRORS, &c., &c., for immediate disposal and delivery, whole or in parts.

For particulars apply between the hours of 8 to 10 A.M., to

KUHN & Co.,
opposite the Hongkong Hotel.

Hongkong, 8th March, 1888. [277

SARAWAK GOVERNMENT NOTIFICATION.

TENDERS will be received up to 9 A.M., on MONDAY, the 16th April, 1888, for RENTING the following FARMS for THREE YEARS, from 1st July, 1888, viz:—

The OPIUM FARM of the Territory of Sarawak from Tanjong Datu to and inclusive of the Baram River, a distance of 370 miles.

The GAMBLING FARM, from Tanjong Datu to and inclusive of the Sadong River.

The ARRACK FARM, from Tanjong Datu to and inclusive of the Sadong River.

2nd—Tenders must be written in English and forwarded in Sealed Covers addressed to the Honourable the Resident of Sarawak, Kuchin, Sarawak.

3rd—Tenders for each FARM SEPARATELY, and a Tender for the THREE FARM COLLECTIVELY, are required.

4th—The Government does not bind itself to accept the highest or any Tender.

5th—The successful Tenderer or Tenderers will be required to find Security for the due fulfilment of his or their Contracts.

6th—For further information apply to A. L. JOHNSTON & Co., Agents in Singapore for the SARAWAK GOVERNMENT, or to the RESIDENT OFFICE, Kuching, Sarawak.

F. O. MAXWELL,
Administering the Government.

Resident's Office,
Kuching, Sarawak, 1st January, 1888. [202

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.

L. MALLORY,
Proprietor.

Hongkong, 24th June, 1881. [631

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all Vessels discharging Bombay Cotton and Cotton Yarn, at the Kowloon Wharves will have free storage for 14 days from arrival, after which a RENT of 3 Cents per Bale per Month will be charged.

ISAAC HUGHES,
Secretary.

Hongkong, 7th November, 1887. [32

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

13, PRAYA CENTRAL, HONGKONG.

LIST of Subscribers to the TELEPHONE EXCHANGE.

1.—"Hongkong Telegraph" Office.
2.—Manson, Dr. P., M.D.
Cantlie, Dr. J.
Hartigan, Dr. Wm.
3.—Manson, Dr. P., M.D., (Peak).
4.—Vernon, J. Y. V.
5.—Cantlie, Dr. J.
7.—Poesnecker, L.
8.—Arnhold, Karberg & Co.
9.—Hongkong and Shanghai Bank.
10.—Chater and Vernon.
11.—Judd, Wm., (Woodlands).
12.—"Daily Press."
13.—Russell & Co.
14.—E. E, A. and China Telegraph Co., Ld.
Great Northern Telegraph Co.
15.—Central Police Station.
16.—Watson, A. S., & Co., Ld.
17.—Douglas Lapraik & Co.
18.—Butterfield and Swire.
19.—P. & O. Steam Navigation Co.
20.—Hongkong and Whampoa Dock Co., Ld.
21.—
22.—"China Mail."
23.—Jordan, Dr. G. P.
24.—Hongkong and China Gas Co., Ld.
25.—Aberdeen Dock.
26.—Alice Memorial Hospital.
27.—Holliday, Wise & Co.
28.—McEwen, A. P.
29.—
30.—Kau Lung Tai, merchant, Jervois Street.
31.—Gibb, Livingston & Co.
32.—The Hongkong Hotel, Public Telephone.
33.—Shing Kee, Merchant, Mercer Street.
34.—Victoria Dispensary.
34 *a*.—Cruickshank, Wm.
35.—Lai Chee, Merchant, Manham Street.
36.—Ah Yon & Co., 80, Praya Central.
37.—Just, H. Z.
38.—Linstead & Davis.
39.—Foster, F. T. P.
40.—The Borneo Co., Ld.
41.—Adamson, Bell & Co.
42.—Dodwell, F.
43.—Jordan, Dr. G. P., Pedder's Street.
44.—Government House.
45.—Hughes & Ezra.
46.—Belilios & Co.
47.—Belilios, E. R., Caine Road.
48.— Do. Victoria Peak.
49.—Carlowitz & Co.

Subscription to Exchange $80 per Annum.

HAROLD DOWSON,
Agent,
Hongkong.

Hongkong, 9th March, 1888. [850

Intimations.

NOTICE.

A. S. WATSON & CO., LTD.

HAVE JUST RECEIVED THEIR ANNUAL SUPPLY

of

LAWN GRASS SEED

and

SWEET CORN,

for immediate sowing.

THE HONGKONG DISPENSARY.

Hongkong, 2nd March, 1888. [5

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

While the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions of local public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1.

TO SUBSCRIBERS.

Subscribers to *The Hongkong Telegraph* are respectfully reminded that all *Subscriptions are payable in advance.*

The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 12, 1888.

TELEGRAMS.

(Reuter.)

LONDON, March 9th.

His Imperial Majesty the Emperor of Germany died this morning.

THE SUEZ CANAL CONVENTION.

France concurs in England's objections to Turkey's amendments to the Suez Canal Convention.

THE NEW EMPEROR.

The German Consul at this port has received the following official telegram, dated Berlin, 10th March, 2.21 p.m.:—

"Kaiser Friederich is the new Emperor."

(From the *Courrier d'Haiphong*).

THE FRENCH ELECTIONS.

PARIS, February 29th.

The nine partial elections which have just taken place were unfavourable to the Conservatives. General Boulanger obtained 54,000 votes.

M. Darlot has been elected President of the Municipal Council of Paris.

The newspapers comment on the votes given to General Boulanger in the last elections. The Government has ordered an enquiry to be made into the matter.

DEATH OF M. BLANCSUBE.

March 1st.

M. Blancsubé, the deputy for Cochin-China is dead.

WILSON'S APPEAL.

March 2nd.

M. Wilson has appealed against the judgment lately passed on him.

THE CHAMBER OF DEPUTIES.

March 3rd.

The Chamber of Deputies is still engaged in discussing the Budget, and has agreed to holding two daily sessions.

MADAGASCAR.

A cyclone has caused heavy damages in the district of Tamatave, and has destroyed a portion of the town.

GENERAL BOULANGER.

March 5th.

General Boulanger has written to the War Office disavowing his candidature to any place in the Chambers.

LOCAL AND GENERAL.

A SMART writer has designated the adjective the bustle of literature—a deformity rather than an ornament, and generally useless.

THE returns of the number of visitors to the City Hall Museum for the week ending March 11th, are:—Europeans 222, Chinese 2,712; total, 2,934.

AN Emergency meeting of Victoria Lodge, No. 1026, will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

THE Band of the Northamptonshire Regiment will play at the Officers' Mess, Murray Barracks, to-morrow evening, from 7.30 till 10 o'clock. The following will be the programme:—

March	"Unter Kameraden"	Faust.
Overture	"William Tell"	Rossini.
Valse	"Mikado"	Bucalossi.
Aria	"Ernani"	Verdi.
Selection	"Gipsy Life"	La Thiere.
Selection	"Dorothy"	Cellier's.

JOHN MORAN, Bandmaster.

THE appointment of Mr. A. Pacheco to the post of *Administrador*, which is equivalent to that of our Registrar-General, is strongly deprecated by the *Correio*. Mr. Pacheco is Commander of the National Battalion, and a lawyer, and it is said his official duties in the former capacity preclude all possibility of his rendering efficient service in the Civil Department which he now occupies. In a colony where military and naval men occupy almost every position of importance and trust in its general administration, we wonder who could feel surprised at the appointment of an officer of the Battalion to fill the place of Registrar-General!

THE lowest recorded temperature is 363 deg. below zero; it was produced by vaporizing liquid nitrogen under low pressure.

WE are informed by the agents (Messrs. Adamson, Bell & Co.) that the Canadian Pacific Line steamship *Abyssinia* left Vancouver for this port *viâ* Japan on the 6th inst.

THE proposed electrical method of executing criminals grows in favor, and the report of the New York Commission recommending it is discussed with emphatic signs of approval.

PROFESSOR Pettenkofer states that in Munich 25,000,000 marks are annually spent for beer, and that according to investigations there is an excess of deaths from heart disease over other cities coincident with the excess of beer-drinking.

NEVER in time of peace has there been such a demand for lead and zinc as at present. Agents of the French Government have purchased nearly the entire American out-put to have it on hand for the manufacture of brass field-pieces.

IT is said that the biggest quill toothpick factory in the world is near Paris. It was originally a quill pen factory, but when these went out of general use the factory turned to the toothpick business, and now makes 20,000,000 annually.

CARDINAL Manning is a frequent guest at luxurious banquets, but in the midst of such feasts generally makes his dinner off a baked potato, a piece of beef and a glass of water. The Cardinal rises at five o'clock in summer and six in winter.

AS a specimen of the eccentricities of the English language, take this couplet:

Though the *tough cough* and *hiccough plough* me *through*
Ofer life's dark *lough* my course I will pursue

In these lines the combination *ough* has seven different sounds.

MONSIEUR CARNOT, the new French President, has commenced sowing the seeds of unpopularity by appointing his brother-in-law, M. Mairot, to a lucrative office, though he behaved so badly during the Franco-German war that he was tried by court-martial for cowardice and treachery.

A RUSSIAN saloon for tea-drinking is an interesting feature of life in Russian cities. The waiters are attired in white from head to foot, with a large black purse at the waist, and are all men. Tea is drank alone or with a lemon, and the sugar eaten from the hand. Eleven or fifteen cups are not too many for an old tea-drinker.

The salutes on board the German war vessel *Sophie* in commemoration of the death of the Emperor William, and the ascension to the throne of the Crown Prince Frederick William, were thoughtfully postponed from yesterday until to-day in order not to interfere with the church services and other Sunday solemnities.

THE fact that men are wearing red neck scarfs and bright linings to their coat sleeves and that tailors put a bright-colored piece of V-shaped silk in the back of the waistband of trousers, leads a Cincinnati philosopher to argue that men are drifting back to the days "of blue silk coats, yellow vests, green knee-breeches and lace collars."

THERE were lynched in the United States during the year 1887, no fewer than one hundred and twenty-three persons. Of the various States and territories, Texas heads the list, with fifteen lynchings, and Mississippi is entitled to second place, with fourteen to her credit. All the victims were males, eighty of them being negroes.

THEY got on nicely apart:—"My dear," said her mother, "you should never allow any hasty emotion to lead you into a love match with a poor man. Both your papa and myself were blessed with plenty of means, and you see how nicely we have got on together." "Yes, mamma," replied the maiden, "but you know you lived in Paris nine months of the year, while papa was in New York."

MR. FREDERICK ELLISON, who was appointed Consul to the Island of St. Helena by President Cleveland, has returned to Washington to tender his resignation of the position. He says that St. Helena is so dismal that he wonders Napoleon survived so long as he did his exile on that dreary rock. Mr. Ellison landed on the island at night. Had he reached it in the daytime he says he would never have gone ashore.

YAN YAU-TIN, a godown keeper in the employ of Messrs. Carlowitz & Co., and living at Wanchai, was this morning charged by the compradore of the firm with stealing 1650 piculs of old iron of the value of $3298. The complainant said the iron had been stolen by the accused between June 1886 and the present time, and had all been taken from the Wanchai godown between those dates. The defendant had no questions to put, and no defence to make. He was remanded by Mr. Wodehouse till the 19th inst.

THE *Correio Macaense* of the 9th inst in notifying that the fish monopoly which was put up at Macao for public tender on the 5th, realised only $7,300 being about half the sum it had fetched last year, says that it is time the Government of the Holy City abandoned the erroneous policy of farming out the supplies of food, as the result invariably is that the farmers tax the community with prohibitive prices and supply them with a far inferior article than that which they are entitled to. It is suggested that the Government levy a direct tax on the sellers of fish rather than resort to indirect taxation by collecting from the farmers the original contribution and vesting him with rights and privileges which are highly detrimental to the consumers at large.

A VERY impressive funeral service in commemoration of the death of the late Emperor William was held yesterday afternoon on board the H.I.G.M.'s corvette *Sophie*, before a numerous attendance of naval officers and men. The German Consul and a great portion of the German community, in addition to several foreigners were present. All the vessels in harbour had their flags half-mast, the British men-of-war and the Russian corvette *Vitlas* flying the German ensign on the main-mast in token of mourning. Minute guns were fired this forenoon, commencing at 8 a.m., by the *Sophie*, H.M.S. *Victor Emanuel*, the shore battery and the Russian corvette. A royal salute for the new Emperor was fired at noon by the *Sophie*, and responded to by the other war ships in harbour and the shore battery.

TWO fishermen found dredging on the man-of-war anchorage early this morning were charged at the Police Court with the offence, and having no excuses of a reasonable nature were fined by Mr. Wise in the sum of four dollars each. If the Police authorities paid half as much attention to the filthy condition of Queen's Road—the east end of it—to the sickening and offensive displays of garbage and the generally unwholesome and disgusting appearance of that part of our main thoroughfare and roadway, as they do to the wretched boatmen and sampan women in the harbour, Hongkong would quickly become in that particular part—what it ought to have long been—a place where a white man could walk or ride without feeling ashamed of many of his countrymen in their miserable efforts at "running a city."

ROME has 1,835 telephones in use, London 1,200, Glasgow 1,472 and Liverpool 1,399. The price ranges from $100 to $50. There are as many telephones in New York as in all Italy, and twice as many in New York as in London.

ADELINA Patti never takes any out-of-door exercise. She is very much afraid of cold air, and when she goes out for a drive in winter swathes herself in furs, ties up her head and even puts cotton in her ears. She never speaks in the night air, and when she runs from the stage-door to her carriage her mouth is covered by a scarf that goes over her head. The great singer has kept her voice in good condition by this treatment, but it would not do for every one.

WITH reference to the Concert held on the 5th inst. at the City Hall in aid of the funds of the Alice Memorial Hospital and College of Medicine for Chinese, the following letter addressed by H. E. the German Consul to Dr. Cantlie speaks highly for the flattering results of the performance:—

German Consulate. Hongkong, March 12th, 1888.

DEAR SIR,—The concert given by the band and the Glee Club of the German Squadron, with the assistance of several German and other local amateurs, has produced a gross sum of $466.80. (Four hundred and sixty six dollars, eighty cents.) The expenses being $194.25 which have been covered by subscriptions from members of the German community.

I now have the pleasure to hand you two Cheques for, in all, $466.80, which sum is to be used for the Alice Memorial Hospital and the College of Medicine for Chinese.

I cannot conclude this letter without giving expression to my sense of the obligation under which the originators of the Concert are to the high officials and the community generally for the support which they have so readily and so effectually given.

I remain,
Yours very truly,
H. BUDLER,
Imp. German Acting Consul.

To Dr. Cantlie, Hon. Secretary, College of Medicine for Chinese.

AN enterprising youth of 19 years, named Maxim Machado, a Portuguese, was to-day charged by an Indian policeman with passing himself off as an excise officer, and in such guise, on the Canton steam-boat wharf, searching all passengers leaving the boat. Another policeman gave similar evidence saying he had seen the accused engaged in such proceedings every night for the last two or three months. To this last witness "the fraud" had produced an officious-looking paper written in English, which although they could not read they respected as a mysterious document, and by such talisman it appears our youthg adventurer was enabled, in the face of the doubtful Punjaubees to carry out his "nefarious schemes." The accused said he did not say that he was an excise officer:—he was only a runner for a Chinese boarding house and was employed by his masters on account of his nationality:—the police having a habit of driving away or arresting Chinamen, but leaving the descendants of the "Conquerors of India" with a free hand. Defendant was remanded to the 14th inst.

THE Director of the United States Mint has estimated the values of the standard coins of the various nations of the world, to be proclaimed by the Secretary of the Treasury on Jan. 1. As heretofore the values of the gold coins have been ascertained by comparing the amount of pure gold in such coins with the amount in the gold dollar of the United States, and in countries of the double standard the silver coins have been given the same valuation as the gold coins, the values of the silver coins of countries having a silver standard have been reckoned at the market value of the pure silver contained in such coins, based on the price of silver in London for the three months ended Dec. 24. The average price of silver for this period, with exchange at par, was $096.645 per ounce fine, a decline from the same period of last year of 3.89.100 cents per ounce fine. This occasioned reductions in the valuations of the following coins from Jan. 1, 1887: The Florin of Austria from $0 35.9 to $0 34.5; the Boliviano of Bolivia from $0 72.7 to $0 69.9; the sucre of Ecuador from $0 72.7 to $0 69.9; the rupee of India from $0 34.4 to $0 32.2; the silver yen of Japan from $0 78. 4 to $0 75.3; the dollar of Mexico from $0 79 to $0 75.9; the sol of Peru from $0 72. 7 to $0 69.9; the ruble of Russia from $0 58.2 to $0 55.9; the mahbub of Tripoli from $0 65.6 to $0 63; the peso of the United States of Colombia from $0 72.7 to $0 69.9; the bolivar of Venezuela from $0 19.3 to $0 14. Heretofore Venezuela has had the double standard, but by the law of May 27, 1887, silver was made the standard of value. The Director has also estimated the value of monetary units of the Central American States, Guatemala, Honduras, and Nicaragua, the silver peso, the value given it being $0 69.9

ABOUT a fortnight ago we received a letter from Tientsin from a Mr. J. C. Dunn, who complains about our reproducing from the Shanghai *Courier* certain correspondence from Peking which, he says, reflects unfairly on himself. Mr. Dunn very truly remarks that we have no motive for either offending or defaming him, to which we have to add that until his letter reached us we were quite unaware that the correspondence he complains of had any objectionable reference either to himself or to his business. We have also to express regret that, owing to the somewhat serious illness of the Editor of this journal, Mr. Dunn's communication has been so long neglected. Now, however, we will make all possible amends by placing our correspondent's statements before our readers, as a simple act of justice to which he is fairly entitled. The Peking correspondence complained of, mentions Mr. Dunn's name as manager of a new bank to be established in Tientsin, a statement to which he takes exception. He further says that the whole of the references concerning the Syndicate, Jardine's, the Comptoir d'Escompte, the Tungchow railway, the offer of money at five per cent., the establishment of a bank, the disfavor in which the projected bank is held, the Yellow River loan, and the Amur loan, are a tissue of lying inventions, and that not one of these assertions has the slightest foundation in fact. This is a pretty steep accusation against the *bonâ fides* of the *Courier's* Peking correspondent, but Mr. Dunn goes a great deal farther. He says he knows the writer of these lies—he mentions a name, which we, of course, omit—, and gives the owner of the name a character which would send a Methodist parson to penal servitude. Mr. Dunn further tells us that the object of the Peking correspondent's letter is "blackmail," that for some time past there have been certain persons in Tientsin and Peking who have been levying blackmail with occasional success, and that as soon as the offensive paragraphs regarding himself pass into libel or defamation he will take legal proceedings against the *Courier*. So far so good. Mr. Dunn can do whatever he thinks best as regards our Shanghai contemporary, and as far as we are personally concerned we have no desire to trammell his freedom of action. There is certainly nothing defamatory, nor anything approaching a libel in the Peking letter we re-published from the *Courier* last January, and, *prima facie* there is nothing offensive to Mr. Dunn or to anybody else that we can discover. However, our policy has always been plainly marked, and we have no intention of any departure from it. Any information from the North that we consider of interest to our readers we shall certainly publish, at the same time taking every precaution against injuring or prejudicing the legitimate interests of individuals. More than that we decline to promise to Mr. Dunn or to anybody else. In another column we reproduce from the *Shanghai Courier* an article dealing with this subject, in response to a lawyer's letter from Mr. Dunn, which would give that gentleman the opportunity for the publicity he appears so earnestly to desire.

MINISTER (to widow)—I hope the dear departed was prepared to die. Widow—(drying her tears) Oh, yes; he was insured in three good companies.

WE are informed by the agents (Messrs. Jardine, Matheson & Co.) that the "Glen" Line steamer *Glenfalloch*, from London, left Singapore for Hongkong this afternoon.

A FEW weeks ago the parents of a young heiress, living at Vigo, attempted to prevent their daughter from remaining as a novice in a convent in that city. The father argued that his child was a minor, and in bad health, and consequently not in a proper condition to take eternal vows without his consent. The tribunals and municipal authorities supported his plea, and gave him a warrant to withdraw his daughter from the convent. When, however, he reached the establishment, the Lady Abbess declared that the bishop of the diocese had authorised the novice to take the vows, and that she had done so that very morning at the six o'clock Mass before daybreak. The unhappy father retired, as the warrant of the civil authorities has no validity against a professed nun. He appealed in vain to the bishop and the tribunals. The case was referred to Madrid, and will be brought before Parliament by the leading Liberals, because telegrams from Vigo state that the nun had died suddenly in Paris, and by her death her property passes to the convent. All the papers call upon the Government to interfere in this sad case. This is the sort of detestable fraud and imposition which make Roman Catholic trickery, misnamed religion, detestable in the sight of all intelligent and right-minded people. Anywhere else but in Spain that convent would have been promptly, and deservedly, made a bonfire of.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Acting Chief Justice Russell and a Special Jury.)

U-TZ-WAN *v.* GARRELLS AND ANOTHER,

$50,000.

This was a claim made by the plaintiff, for damages alleged to have been sustained through malicious prosecution and false imprisonment at the instance of the defendants, in connection with the Arson case heard in May last at the Supreme Court in Criminal Sessions, particulars of which were published in our issues of the 27th and 28th of the same month.

Mr. E. L. O'Malley, Attorney General, and Mr. A. Robinson appeared for the plaintiff, and Mr. E. J. Ackroyd, Registrar General, for the defendants—Mr. J. H. Garrels, of Messrs. Meyer & Co. who are agents for the Prussian National Insurance Company, of Stettin, and Mr. E. L. Reuter, of Messrs. Pustau & Co., agents for the Fire Insurance Company, of Hamburg.

The following gentlemen were empanelled as Special Jury:—Messrs. Ezekiel A. Solomon, R. Mackenzie Gray, F. W. Cross, E. H. M. Huntington, T. E. Davies, Andrew Veitch, and A. Findlay Smith.

Mr. Robinson having read the pleadings, the Attorney General stated the plaintiff's case to the jury. He summarized the circumstances which led to the plaintiff being arrested in March last year, indicted at the Magistracy and then at the Criminal Sessions, for arson. The jury returned the following verdict on June 4th: "We have already agreed upon our verdict; and do not think there is any use in calling evidence for the defence; we unanimously find the prisoner not guilty,"—upon which U-tz-Wan was discharged. The plaintiff now claimed damages for malicious prosecution and false imprisonment. He, the Attorney General, would bring sufficient evidence to prove that there was no reasonable cause, no circumstances whatever that could justify the defendants in prosecuting the plaintiff in the way they did. As Insurers of the plaintiff's property they were certainly entitled to institute certain enquiries to discover the origin of the fire which took place at U-tz-Wan's premises on the 24th March; but they were not justified in arresting him under a charge of arson. The plaintiff, as a man of business, had sustained considerable losses through the criminal prosecution which he had to undergo, and as he has been acquitted of the serious charge which was levelled at his character, he now comes before the Court of Justice to claim damages to the amount $50,000 against the defendants.

The following witnesses were then examined at great length—Messrs. A. V. Deacon and Ernest Reuter, after which His Lordship adjourned the further hearing of the case till to-morrow.

THE HONGKONG AMATEUR ATHLETIC SPORTS.

On Saturday evening a meeting of the members of the Hongkong Amateur Athletic Sports and of gentlemen generally interested in Athletics was held at the Victoria Recreation Club for the purpose of passing the accounts, drawing out a programme of sports for the forthcoming season, and doing the general business of the Committee.

Mr. R. K. Leigh having taken the chair, Mr. W. H. Young, the treasurer, read the statement of accounts, which showed a balance of $43 for the year ended the 31st December, 1887. On the motion of the Chairman, seconded by Mr. J. Sampson, the accounts were passed.

Mr. H. F. Hayllar, the Secretary, informed the meeting that the first day the Cricket Ground would be vacant was Saturday, the 7th April, and he proposed that the sports be held on that day. The Chairman seconded, and the date was fixed.

The Secretary read a letter from Mr. E. R. Belilios offering to subscribe $50 every year to the sports, to provide for prizes. The Chairman proposed that the offer be accepted and that the donor be thanked for his generous gift. Mr. C. H. Thomson seconded, and the motion was carried unanimously.

The Patrons for this year are:—H.E. Sir William des Vœux, K.C.M.G., Admiral Sir Nowell Salmon, K.C.B., H.E. Major-General Cameron, C.B., Hon. J. Russell, C.M.G., Commodore Maxwell.

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The following gentlemen were elected as officers for this year:—Committee:—Messrs. C. S. Barff, A. Denison, Major Ellis, Lieut. Graham, J. Grant, F. A. Hazeland, K. Koch, Lieut. Metcalfe, Major Tripp, Capt. Reynolds, Messrs. R. K. Leigh, J. Sampson, H. F. Hayllar, Commander Rumsey, R.N., Mr. J. H. Stewart-Lockhart, Mr. H. N. Thompson, A.M.S.

Handicappers.—Major Ellis, Major Tripp, Messrs. A. K. Travers, F. A. Hazeland, and W. H. Young.—Clerk of the Course:—Major Tripp—Starter:—Mr. W. H. Young—Judges:—Major Ellis, Hon. W. M. Deane, Mr. M. Grote, and Mr. R. K. Leigh—Referees:—Mr. E. L. Woodin—Time-keepers:—Messrs. Fraser-Smith and J. Sampson.

The Secretary gave notice that owing to his constant occupations he could not dispose of sufficient time to carry out his duties as hon. secretary; he proposed that Mr. C. H. Thomson be elected in his stead. Mr. W. H. Young having seconded, the proposition was unanimously carried.

Mr. Stewart-Lockhart moved that a vote of thanks be passed to Mr. Hayllar for the efficient manner in which he had acquitted himself as Secretary, which was carried by acclamation.

On the motion of Mr. W. H. Young, seconded by Mr. Sampson, Mr. Wright was elected hon treasurer.

After several suggestions had been made relating to alterations and additions to last year's programme it was agreed to leave this matter in the hands of the Committee, and the meeting then broke up.

THE "DOUGLAS CUP" DECISION.

It will be remembered that after the yacht race for the Douglas Challenge Cup on the 8th of January last, Mr. Montague Beart, owner of the *Kathleen*, which finished second, lodged a protest against the *Naomi* receiving the Cup on the ground that during the race the owner of the winning yacht applied for and received outside assistance, contrary to the accepted rules of yacht sailing. Mr. Beart alleged, when the *Naomi* was trying to make the White Rocks in the darkness of the Saturday night, that either the owner or sailing master requested some foreigners who were on board a steam launch that was accompanying the competitors in case of accident, to direct them to the White Rocks, and that this was done, the *Naomi* thereby obtaining an unfair advantage over the other competing yachts. In some correspondence that took place Mr. Forbes, owner of the *Naomi*, admitted, to use his own words, that "we did ask the launch that was near us at the time to pick up the White Rocks for us;" but he denied taking any unfair advantage of the other yachts, alleging that at the time "we were close to the Rock and could have found it in a minute or two without the assistance of the launch." Mr Forbes further stated that "before the launch found the Rock we had picked up the small islands to the eastward, and had already altered our course for the Rock *before* the launch whistled;" and also that he had "ordered the launch to remain at the White Rocks so as to show the other yachts where it was."

These were all the facts of the case laid before the public, so that the question at issue seemed to be reduced to a very simple matter. Mr. Beart's objection was a perfectly legitimate one, although merely based on a technical point of yacht racing law, and there can be no denying that on the published evidence his protest was sound in every respect. Of course, there ought only to have been one way of settling a dispute of this kind; the Hongkong Yacht Club is the arbiter of all local yachting matters, and as this particular race was sailed under Club rules the Committee should have decided the objection one way or other without the slightest difficulty and in a very few minutes. It would appear, however, that this, the proper mode of dealing with Mr. Beart's protest, did not suggest itself to those concerned, and three gentlemen well known in aquatic circles were eventually selected to decide the question. And this is their official decision:—

Hongkong, 7th March, 1888.

We, the Undersigned, have very carefully considered the objection raised by Mr. M. Beart against the *Naomi* in the recent yacht race for the Douglas Challenge Cup, and have arrived at the conclusion that the said objection cannot be sustained, and that the cup was fairly won by the *Naomi*.

(Signed) E. BURNIE.
H. J. H. TRIPP.
E. L. WOODIN.

We venture to think that this decision leaves much to be desired. Without in the least impugning the professional capacity of the gentlemen concerned, it appears to us that the wording of the judgment must inevitably suggest that the three referees could only have had a very hazy notion of the question they were called upon to decide. As we have already indicated the matters at issue were in a nutshell. Mr. Beart protested against the *Naomi* on the simple ground that assistance from a certain steam launch was asked for and obtained to enable the yacht to find the White Rocks. All the referees had to do therefore was, in the first place, to find whether this assistance was asked for and rendered, and secondly, in the event of such evidence being forthcoming, whether the course adopted by those in charge of the *Naomi* was in accordance with the laws of yacht racing. There was no need for any careful consideration as to Mr. Beart's objection, and the gratuitous conclusion arrived at by the referees that "the cup was fairly won by the *Naomi*" is altogether beside the point. There can be no question that if Mr. Forbes was assisted by the steam launch to find the White Rocks, he acted contrary to the laws of yacht sailing, and notwithstanding the certainty that no idea of unfair play or taking undue advantage of the other competitors ever entered his head, his yacht should have been disqualified. On this point there can be no doubt whatever. The only question for the referees, therefore, was whether or not the *Naomi* had such assistance. It would seem from the wording of the finding of the referees that they never even inquired into the only matter they were competent to deal with. We, of course, assume that the no doubt valuable personal opinions and conclusions of the worthy gentlemen are not to be allowed to over-ride the evidence of facts and the recognised rules of all the yacht clubs in the civilised world! Was Mr. Beart invited to give formal evidence of the nature of his protest against the *Naomi*? Were the two gentlemen in the steam-launch, who are alleged to have been asked to find the White Rocks and who actually did so, called either to substantiate or disprove Mr. Beart's allegations? Was Mr. Forbes asked whether or not he asked for and received the assistance alleged? If this course were not adopted the decision of the referees is a complete farce and not worth the paper it is written on.

This objection was a purely technical one, and should have been decided on its strict legal merits. There cannot, we think, be the slightest doubt that the *Naomi* required no assistance whatever to win the race with the greatest ease; nor can there be the slightest suspicion of any unfair play on the part of those on board Mr. Forbes's yacht. But unfortunately these facts have no direct connexion whatever with Mr. Beart's protest. The owner of the *Kathleen* claims that a well known yachting rule was violated by the *Naomi*, and if he could prove that, no matter whether it was caused by thoughtlessness or a simple error of judgment, disqualification was bound to follow. Sympathy for the plucky yachtsman who had fought so perseveringly for many years to gain possession of the coveted trophy was quite outside the point submitted to the referees; simply to go by the evidence and by the laws of yacht racing. It seems that they called no detailed evidence and totally ignored the only standard laid down for their guidance. In such case their "very careful consideration" of the objection, and their conclusion that "the cup was fairly won by the *Naomi*" are equally worthless. If the referees can state, as they ought to have done, that they have called all available evidence and that such evidence does not support Mr. Beart's protest, then the matter is ended and no one has reason to complain; but to decide an objection of this kind without going into the evidence at all, is simply making a burlesque of what in all sporting circles ought to be considered a very important matter. Nobody in this colony who knows what a thoroughly stanch sportsman Mr. W. H. Forbes has been for the past generation would think of grudging him the trophy he has striven so hard to win, and we feel assured that Mr. Beart although only a local yachtsman of yesterday, would be the last to seek to deprive the veteran Commodore of laurels fairly won; but personal desire and predilections must be set aside where a principle is involved, as certainly appears to be the case in this Douglas Cup dispute. Mr. Forbes is too much of a gentleman and far too good a sportsman to accept any prize under equivocal circumstances, and it is on that account that we do not hesitate to speak plainly. Notwithstanding the conclusions and opinions of the three referees printed above, we deliberately state that on the printed evidence alone—*vide* Mr. Forbes's letter dated the 9th Jan.—the *Naomi* should have been at once disqualified for a breach of the laws of yacht racing, and our opinion will be confirmed if the question is referred to the New York Yacht Club, the Thames, the Clyde, or any other leading yachting association.

FIRE IN QUEEN'S ROAD.

A fire broke out in Queen's Road at a little before five o'clock this morning and burnt with great rapidity and force up to about six or half past six, when by the efforts of the Brigade and a good supply of water, the flames began to show evident appearances of subsidence. It is said to have originated in the cellar or basement of No. 139, the shop of a watch-maker, and very soon the houses on each side were burning furiously. The Brigades were quickly on the spot, and began the fun with No. 5 engine, Nos. 4 and 3 getting into play very soon after, and pouring a good stream of water on the burning mass of the four tall houses, immediately fronting Queen's Road and opposite the "Stag Hotel," which appears to be a somewhat unfortunate locality in consideration of fires. No. 1 floating engine was also in attendance and sent a liberal supply of water up the narrow thoroughfare of Gilman Street, but notwithstanding the promptness of the engineers and the Brigades their ready means of extinguishing the flames were not effective till the roofs and floors of three houses had fallen, and the walls had been reduced to a pile of ruins. The long granite supports over the doorways soon followed the falling of the floors, and it was a noticeable and peculiar feature in this fire, which builders and inspectors should not fail to make a note of, that these granite supports cracked and splintered into fragments long before the corresponding wooden beams within the verandahs,—and thus much nearer the fire,—showed any signs of being damaged further than having their outer surfaces blackened and calcined; as, however, these wooden beams held on, and are still standing and supporting a considerable weight of brick-work, it may be inferred that their interior sections have received but slight damage, and this is still more curious in face of the fact that even the brick-work of the buildings, walls and floors, are reduced to fallen wreck and complete ruin. In looking at the burning fragments this evening it was noticeable that nearly the whole of the rafters of the floors of all or most of the houses, were completely honey-combed by a kind of worm which leaves a track more like that of the teredo than the white-ant, and these beams appeared to be as dry as tinder to their very hearts. The burnt out property, of three storeys, was occupied on the lower floors, respectively, by a watch and clock maker, a Chinese Bank, a money changer and a pawn shop.

NAVAL MEN.

BY ONE WHO KNOWS THEM.

It would be a considerable gain to the study of social philosophy if we could get accurate descriptions of the different types of character formed by our professional divisions and their subdivisions. Some years ago there was an attempt of the kind in our light literature; but the books to which it gave rise were generally mere imitations of the French *physiologies*; written by comedians who only aimed at being funny. More recently the clergyman, the Cantab, and other varieties of our countrymen as modified by our peculiar institutions, have found analysts and exponents; and an apology is hardly required from anybody who endeavours to add to the list. The *permanence* of professional types is by itself too curious a fact not to make the whole subject interesting; especially when we remember that it exists in defiance, as it were, of the general law which is making all society more similar and uniform. Commodore Trunnion is gone and Parson Trulliber is gone, but the representatives of Trunnion and Trulliber are little more like each other than their respective ancestors were. Admiral Napier or Admiral Boxer hardly resembled Bishop Blomfield or Bishop Murray more than Benbow did Compton, or Hawke resembled Hurd. The tendency of events is of course to reduce even such extreme dissimilarities as these; but the slowness of the process shows very markedly the tenacity of tradition, the force of education and habit, the power of special occupation, and the strength generally of all those influences which go to develop distinct species of characters out of people of the same class.

What makes our naval men a good subject even for the humblest social philosopher, is that they form so marked a type,—from the peculiar isolation of their employment, and the altogether unique way in which they are trained up. They are bred *in* their profession, while other people are bred *for* theirs. The soldier, the parson, the barrister, are men before they begin to be acted upon by their special pursuits; but the naval man enters as a youngster, and is moulded while his clay is still very soft. He is not prepared for his work by a school, but the work itself is his school. This primary fact at once gives naval men a very distinctive shape of their own, and explains the resemblance which runs through the whole body. They are like nobody else, and they are very like each other. If a "swell" is an Admiral, he is generally more Admiral than "swell." There are few such glaring differences in the Navy as between the old school rector and the literate, the judge who has begun as a bagman and the judge who was the crack boy at Eton. Differences there are, no doubt, but not so marked as the general difference between naval men and non-naval men.

Having thus briefly illustrated the peculiarities of the naval man, let us inquire more closely how he is formed. With regard to the materials, they are much the same as in the other leading profession. The Navy has never been considered quite so aristocratic a profession as the Army, and perhaps it has never been so in the vulgar sense of that much abused word. The majority of our great admirals have been of gentle families, and there are always some of the noblest British names in the Navy List. But on the other hand the Navy is not a profession into which titled men and rich men go for a few years to spend money, as the Army is. If from this fact it loses a certain splendour, it also escapes the ridiculous scandals which have attended particular regiments—hussar regiments, for instance, the names of which will occur to everybody in the present generation. So too, if it misses the magnificent Earl de Rhino, who might possibly gild the lower ranks at his own expense,

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Unfurnished with Tennis Court.

NO. 5, Richmond Terrace, a FOUR-ROOMED HOUSE, with Three Bath Rooms.
No. 6, Richmond Terrace, a SIX ROOMED HOUSE, with Three Bath Rooms.
A New Story has just been added to the Servants' quarters of both houses.
Apply to
JOHN WILLMOTT,
Hongkong Dispensary.
Hongkong, 27th January, 1888. [131

Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP "PORT PHILLIP," FROM LONDON.

CONSIGNEES of Cargo are hereby informed that all goods, with the exception of Opium, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th instant, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 14th March, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co., Agents.
Hongkong, 8th March, 1888 [250

NOTICE TO CONSIGNEES.

STEAMSHIP "DEEPDALE," FROM NEWCASTLE, MIDDLESBRO' AND HAMBURG.

CONSIGNEES of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and TO TAKE IMMEDIATE DELIVERY OF THEIR GOODS FROM ALONGSIDE.
Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.
All claims against the Steamer must be presented to the Undersigned immediately or they will not be recognised.
ADAMSON, BELL & Co., Agents.
Hongkong, 6th March, 1888. [269

Shipping.

STEAMERS.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"HUNTINGDON,"
Captain T. Brunstron, will be despatched for the above Ports, on WEDNESDAY, the 14th inst., at NOON.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co., Agents.
Hongkong, 7th March, 1888. [273

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT, and ADRIATIC PORTS).
THE Company's Steamship
"TITANIA,"
Captain M. Garofolich, will be despatched as above on WEDNESDAY, the 14th March, at NOON.
For further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.
O. BACHRACH, Agent.
Hongkong, 10th March, 1888. [261

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.
THE Company's Steamship
"ZAFIRO,"
Captain Talbot, will be despatched for the above Ports, on WEDNESDAY, the 14th inst., at FOUR O'CLOCK P.M.
For Freight or Passage, apply to
RUSSELL & Co., General Managers.
Hongkong, 10th March, 1888. [287

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(PASSING THROUGH THE INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship
"THIBET"
will leave for the above places on SATURDAY, the 17th March, at DAYLIGHT.
E. L. WOODIN, Superintendent.
Hongkong, 3rd March, 1888. [3

STEAM TO BOMBAY VIA STRAITS.
THE P. & O. S. N. Co.'s Steamship
"KHIVA"
will leave for the above places on SATURDAY, the 17th instant, at NOON.
E. L. WOODIN, Superintendent.
Hongkong, 9th March, 1888. [283

Shipping.

STEAMERS.

THE "GIBB" LINE.

FOR SYDNEY AND MELBOURNE.
(Taking through Cargo for QUEENSLAND PORTS, ADELAIDE, TASMANIA, NEW ZEALAND, &c.)
THE British Steamer
"AFGHAN,"
Captain Roy, due about 15th instant, with part cargo from Japan, will be despatched as above, at 4 P.M., on the 21st *ist.*
For Freight or Passage ($150), apply to
GIBB, LIVINGSTON & Co., Managers.
Hongkong, 5th March, 1888. [262

SAILING VESSELS.

FOR NEW YORK.
THE 3/3 A. I. American Ship
"PACTOLUS,"
Th. Burnham, Master, shortly expected here, will load here for the above Port, and will have a quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 24th February, 1888 [227

FOR NEW YORK.
THE 3/3 L. I. I. American Ship
"TITAN,"
C. H. Allyn, Master, will load here for the above Port, and will have a quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 8th March, 1888. [278

FOR SAN FRANCISCO.
THE 3/3 L. I. I. American Ship
"GREAT ADMIRAL,"
J. F. Rowell, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 21st February, 1888 [220

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, VENICE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "CLYDE," Captain E. M. Edmond, R.N.R., with Her Majesty's Mails, will be despatched from this for LONDON, VIA BOMBAY and SUEZ CANAL, on THURSDAY, the 15th March, at DAYLIGHT.
Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 2 P.M., on the day previous to sailing.
Tea, Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed viâ Bombay without transhipment, arriving one week later than by the ordinary direct route viâ Colombo.
For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
E. L. WOODIN, Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 3rd March, 1888. [3

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship
"CITY OF NEW YORK"
will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 24th instant, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 333.00
To London..... 338.00
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, 3rd March, 1888. [1

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship
"GAELIC"
will be despatched for San Francisco, *viâ* Yokohama and Honolulu, on WEDNESDAY, the 14th March, at THREE P.M.
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 333.00
To London..... 338.00
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, 3rd March, 1888 [2

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship
"PARTHIA"
3,167 Tons Register, Wallace, Commander, will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, via NAGASAKI, KOBE, and YOKOHAMA, on THURSDAY, the 15th March, at THREE P.M.
To be followed by the S. S. "ABYSSINIA" in April.
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To Vancouver and Victoria...(Mex.)$160.00
To San Francisco..... 175.00
To all Common Points in Canada and the United States..... 200.00
To Liverpool..... 300.00
To London..... 305.00
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.
Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.
Freight will be received on board until 4 P.M. on the 14th March.
All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.
For information as to Passage or Freight, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 26th February, 1888 [36

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 19th day of March, 1888, at 4 P.M., the Company's Steamship "SACHSEN," Captain A. Taeger, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at GENOA.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 18th March, 1888. (Parcels are not to be sent on board; they must be left at the AGENT'S Office). Contents and Value of Packages are required.
The Steamer has splendid accommodation and carries a Doctor and Stewardess.
For further Particulars, apply to
MELCHERS & Co., Agents.
Hongkong, 20th February, 1888. [4